

Photograph: Sailplane & Glider Vol.14 No.4 August 1946. A general view at the Mynd during the Cambridge Club's camp. Two Cadets and the Cambridge belonging to the Club, and the Weihe being rigged.

Reference: G07 (four examples owned by CUGC)

Type: **Slingsby Type 7 Kirby Cadet**, manufactured by Slingsby Sailplanes Ltd. at Kirbymoorside, Yorkshire in 1946

Tail number or colour: ???

BGA No.:

Registration: n/a

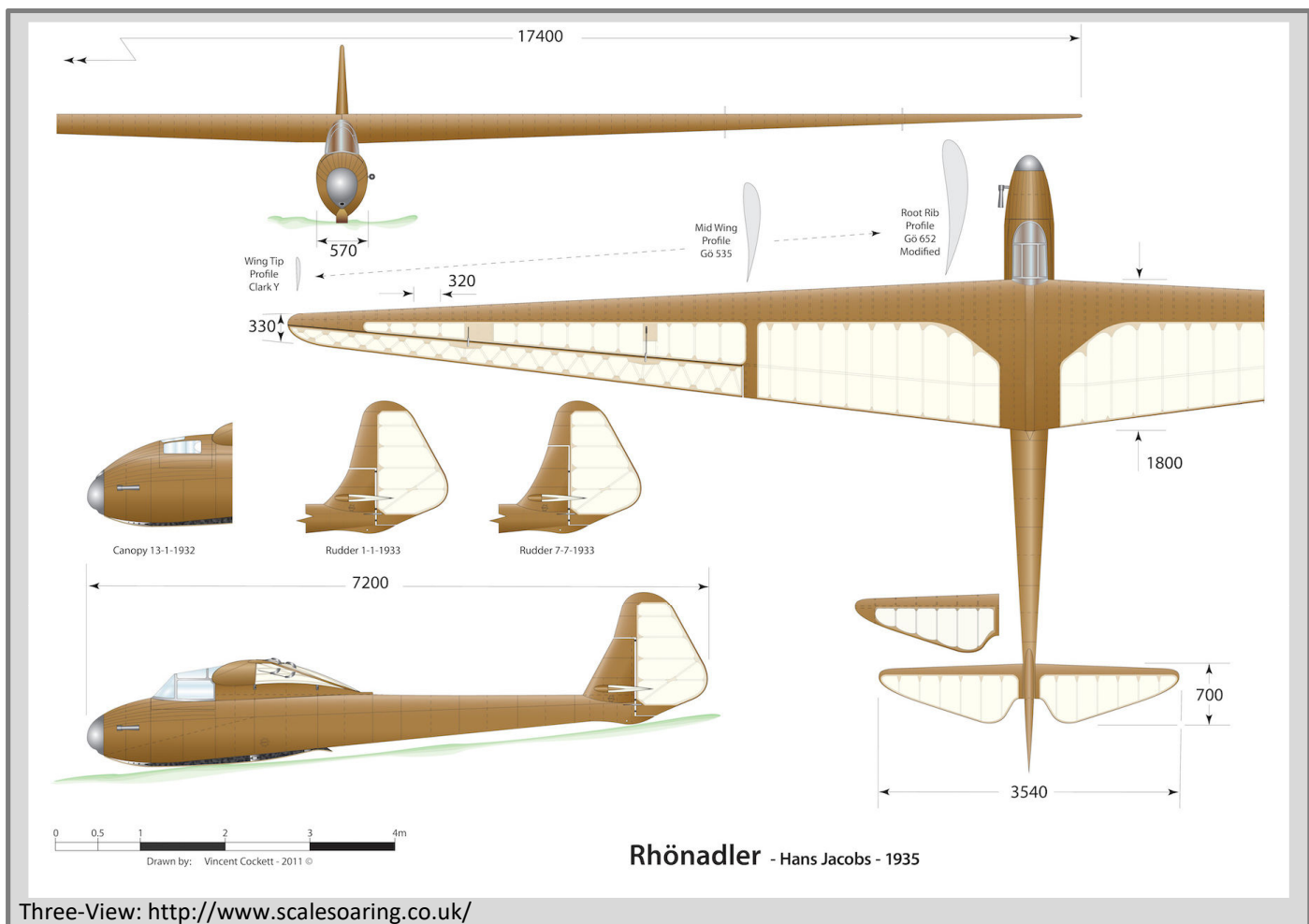
Dates: 1946 to 1960?

Information:

CUGC recommenced flying in January 1946 and had two Kirby Cadets for training purposes, and by spring 1946 another two Cadets had been added to the club fleet. Although the price of a Cadet in 1948 was £325 ex-works, apparently ATC-surplus Cadets were readily available at £30 each!

On 25<sup>th</sup> May 1949 after a practice stall on his fourth circuit ever, R.E.J.Ibbotson recovered by pushing the stick fully forward. The Cadet dived through the vertical until it was inverted, flew upside down quite steadily for about 100 yards before he pulled the stick back and half-looped out of this position. The manoeuvre started at 400 feet and finished at 200 feet

The last of the CUGC Cadets went to the Crusaders Gliding Club (based at Akrotiri, Cyprus) in 1961.



Reference: G08

Type: Schleicher Rhönadler

Tail number or colour:

BGA No.:

Registration:

Dates: 1946

Information:

The Rhönadler may have been privately-owned but operated by CUGC.

The Rhönadler was entered by CUGC in the 1946 Leicester competition (effectively the Nationals), starting on 19<sup>th</sup> April. However on 22<sup>nd</sup> April the Rhönadler made a controlled crash after various structural failures, with the primary failure being a shear failure of the top skin on the starboard wing, from leading edge to main spar. The BGA Technical Committee, led by John Pringle, considered the Rhönadler might have suffered during aerotows carried out at too high a speed, leading to subsequent failure in free flight, and as a result recommended that all gliders should be placarded with limited towing and free flight speeds. (The damage report and Technical Committee report are in the July 1946 edition of "Sailplane & Glider" magazine.)

The Rhönadler was advertised for sale as damaged – but with a trailer in good condition - in the August 1946 edition of "Sailplane & Glider" magazine, with offers to the Honorary Secretary of CUGC, based at Pembroke College.



*Tutor. Marshall's Airfield, Cambridge. June 1957*

Reference: G09 (two examples)

Type: **Slingsby Type 8 Kirby Tutor** (s/n ??) manufactured under licence by Martin Hearn Ltd. At Ellesmere Port, Cheshire in 1946

Colour:

BGA No.:

Registration: n/a

Dates: 1946 to 1960

Information:

The first two Tutors were in club use by October 1946. The price of a Tutor in 1948 was £360 ex-works.

In 1953 a spring camp was held at the Long Mynd from 14<sup>th</sup> March to 2<sup>nd</sup> April, including the Tutor. On 24<sup>th</sup> March John Worseley climbed to 4500 feet in the Tutor, enough for Silver height but unfortunately without a barograph. Three days later he completed his Silver duration hill-bashing in a strong west wind.

The club news section in the autumn 1953 issue of "Gliding" magazine reported: 'The Tutor is not considered airworthy at present, and may need a considerable amount of re-covering.'

On 4<sup>th</sup> July 1954, Vincent Pollard flew from Cambridge Airport to Aldeburgh (97 km), landing only 500 yards from the beach.

During the June 1959 Mynd Camp Dan Delap completed his Silver 'C' by flying the height and distance legs in the Tutor.

A CUGC Tutor was advertised for sale in February 1960 but was still being flown in May 1960.



*C.U.G.C. Olympia. Cambridge. April 1957*

Reference: G10-1

Type: **EoN Olympia s** (s/n EoN/O/005), manufactured by Elliotts of Newbury in 1947

Tail number or colour: Light blue (1947), later red (sometime before 1957), sometimes with tail number 57

BGA No.: 511

Registration: G-ALLM (registered from 2<sup>nd</sup> April 1949)

Dates: From 1947 to 1958

Information:

The Olympia was collected from Elliotts of Newbury on 25<sup>th</sup> April 1947.

The Olympia was flown in the 1947 British National Gliding Championships (at Bramcote, near Nuneaton from 21<sup>st</sup> to 29<sup>th</sup> June). Ralph Slazenger had a notable flight of 180 km to Horsham St.Faith – the location of today's Norwich Airport – putting the CUGC Olympia “on the map” in the competition.

In May 1948 John Pringle flew the Olympia back to Marshall's (Cambridge Airport) from the CUGC camp at Malvern, a distance of 174 km.

In June 1948 David Dick flew the Olympia from the Long Mynd to Castle Bromwich, climbing to 7200 feet in a turbulent cloud to gain his Silver distance and height and so complete his Silver 'C'.

On 15<sup>th</sup> July 1948 John Edwards flew the Olympia to Shepherd's Grove aerodrome (between Diss and Bury St Edmunds in Norfolk), climbing to 9300 feet in cumulus cloud to gain his Silver distance and height and so complete his Silver 'C', and win the Brunt Inter-University Trophy in its inaugural year.

On 15<sup>th</sup> August 1948 Paul Blanchard, CUGC CFI, flew the Olympia to Deopham Green in Norfolk, with a climb of 4500 feet to gain his Silver distance and height and so complete his Silver 'C'.

On 28<sup>th</sup> August 1948 John Free flew the Olympia to Halton, a distance of 81 km, to gain his Silver distance.

On 21<sup>st</sup> September 1948 Jimmy Grantham flew the Olympia to Southend, a distance of 79 km, to gain his Silver distance and also height and complete his Silver 'C'.

The Olympia was flown in the 1948 British National Gliding Championships (a decentralised competition as the WGC was at Samedan, Switzerland) by John Pringle, Jimmy Grantham and David Dick. The CUGC team won the L. du Garde Peach Trophy and John Pringle won the Londonderry Cup for the highest placed individual within a team entry.

On 16<sup>th</sup> March 1949 David Carrow took off in the Olympia from the Long Mynd and with an initial climb to 10,400 feet, used a series of waves to fly 167 km to Newbury Racecourse to complete the first wave cross-country flight in the UK. With this flight David Carrow completed his Silver 'C' and won Lord Kemsley's Forty Guinea Prize for the longest catapult-launched cross-country flight.

On 9<sup>th</sup> April 1949 Gordon Bell soared the Olympia 90 km to Holland-on-Sea (near Clacton) to achieve all three legs of the Silver 'C' badge in a single flight. However as the rules only allowed a maximum of two legs on a single flight, he repeated the Silver height leg a month later on 8<sup>th</sup> May.

On 29<sup>th</sup> April 1949 Gil Phillips made a cloud climb to 11,000 feet and flew to Hadleigh (near Southend), winning the Brunt Inter-Varsity Trophy for the greatest gain of height by a university club member during the academic year and gaining his Silver height and distance to complete his Silver 'C'.

On 8<sup>th</sup> May 1949 Gordon Bell gained his Silver height in the Olympia thus completing his Silver 'C'.

On 10<sup>th</sup> May 1949 Bob Ward flew the Olympia 51 km to Luton, scraping away at 800 feet at one point, and gained his Silver distance.

On 28<sup>th</sup> May 1949 Mike Gee flew the Olympia to Ludham Aerodrome via Great Yarmouth, 117 km in total and climbing to 11,100 feet with icy wings to gain his Silver distance and complete his Silver 'C'. "It was the roughest flight I've ever experienced," he said. "The cloud was very, very turbulent and the sailplane was thrown about all over the place."

On 2<sup>nd</sup> June 1949 Bob Ward climbed to 6,000 feet in cloud, gaining his Silver height and completing his Silver 'C'.

On 5<sup>th</sup> June 1949 Chris Stafforth flew the Olympia 105 km to Southwold, reaching 5,600 feet and so gaining his Silver height and distance and completing his Silver 'C'. He selected a landing field that appeared to be a school cricket pitch. "Soon [after landing] there were many spectators. Imagine my consternation when the school turned out to be a girl's school, St. Felix's. However I had many willing hands to assist me and the fuselage was borne aloft to the main gates by at least fifty pairs of hands." The retrieving crew had to pass down an avenue of enthusiastic schoolgirls, whilst Chris Stafforth was invited to take tea with the headmistress.

The Olympia was flown in the 1949 British National Gliding Championships (at Camphill from 19<sup>th</sup> to 28<sup>th</sup> August) by Paul Blanchard, John Free, Gil Phillips and Bob Ward and placed 10<sup>th</sup> overall.

On 3<sup>rd</sup> September 1949 Roger Austin flew the Olympia 113 km to Coltishall (in Norfolk) to gain his Silver distance.

On 7<sup>th</sup> September 1949 David Martlew flew the Olympia 69 km to Mendelsham, attaining 8300 feet and gaining his Silver distance.

On 6<sup>th</sup> April 1950 Lionel Alexander flew the Olympia to Sutton Bridge, just south of the Wash, to gain his Silver distance.

On 22<sup>nd</sup> April 1950 Peter Sullivan flew the Olympia 154 km to Hastings (in East Sussex) to gain his Silver distance and complete his Silver 'C'.

On 25<sup>th</sup> April 1950 Jimmy Grantham had an ambitious plan to try and reach Dover and see if conditions were right for a Channel crossing. They weren't. Following a motor-towed launch at Bourn, he eventually made a cloud climb to 14,400 feet but when he emerged into clear air found himself blown five miles out to sea and with ice on the wings, it was impossible to reach dry land. He was forced to ditch the Olympia a nautical mile (literally) off the coast near Clacton and required rescuing by lifeboat which then slowly towed the Oly to Walton-on-the-Naze. His barograph chart was undamaged so he was able to claim his Gold 'C' height.

The Olympia was flown in the 1950 British National Gliding Championships (at Camphill from 22<sup>nd</sup> to 30<sup>th</sup> July) by Basil Bell, Lionel Alexander, David Clayton and David Martlew and was placed 13<sup>th</sup> overall (out of 29). One day Basil Bell declared Great Yarmouth and flew 163 km of the 240 km. Lionel Alexander won the Brunt Trophy for a climb to 6800 feet on 27<sup>th</sup> July.



In March 1952 a camp was held at the Long Mynd, including the Olympia. On 22<sup>nd</sup> March 1952 Steve Wiltshire flew the Olympia from the Long Mynd to Halton, 167 km in just two hours, completing his Silver 'C' and winning the Extended Kemsley Winter cross-country prize.

On 25<sup>th</sup> April 1952 Ron Rutherford flew the Olympia from Marshalls to Dunstable and back, reaching a maximum height of 5900 feet and so completing his Silver 'C'.

On 13<sup>th</sup> May 1952 Steve Wiltshire flew the Olympia to Bourne, 89 km, to complete his Silver 'C'.

On 25<sup>th</sup> May 1952 Vin Pollard gained his Silver height and distance with an 80 km flight in the Olympia to Southend.

On 15<sup>th</sup> June 1952 the Olympia was involved in a mid-air collision with the Cambridge 1 during a club expedition to Camphill, and the Cambridge 1 was completely written-off.

On 21<sup>st</sup> August 1952 Jock Leith flew the Olympia to Southend (79 km) and reached 6000 feet en route so completing his Silver 'C'.

In 1953 a spring camp was held at the Long Mynd from 14<sup>th</sup> March to 7<sup>th</sup> April, including the Olympia.

The Olympia was flown in the 1953 British National Gliding Championships (at Camphill from 25<sup>th</sup> July to 3<sup>rd</sup> August) by George Whitfield, Jimmy Grantham and Roger Austin and was placed 11<sup>th</sup> (out of 25).

The club news section in the autumn 1953 issue of "Gliding" magazine reported: 'The damage to the Olympia will take longer to repair, as the rear fuselage is completely severed and there is a broken leading edge; it is hoped that the job will be completed in about three weeks.'

The Olympia was flown in the 1955 British National Gliding Championships (at Lasham from 23<sup>rd</sup> July to 1<sup>st</sup> August) by Ken Machin, David Clayton, David Carrow and Gordon Hookings and was placed 24<sup>th</sup> (out of 33).

During the Whitsun weekend of 1957 Vincent Pollard climbed to 18,500 feet in cu-nims and the tailplane of the Olympia was riddled by hailstones. [To be verified that this was the CUGC-owned Olympia.]

During Easter 1958 the Olympia was taken to North Wales and Mike Gee was bungeed off the Great Orme (Llandudno) and landed in the sea, getting soaked to the skin and earning widespread coverage in the national press. The CUGC Olympia has the unenviable record of landing in the sea not once but twice, and two CUGC pilots gained the 'Goldfish' badge!

This last dunking may have been the demise of the Olympia as it was considered a loss by August 1958. The damaged Olympia was sold to Teddy Proll, the Midland Gliding Club ground engineer, and it was delivered by John Hulme and family who were going on holiday to North Wales with their Wolseley 6/80 (complete with canoe on top and Oly trailer behind).



Reference: G10-2

Type: **EoN Olympia 2B** (s/n EoN/O/125), manufactured by Elliotts of Newbury

Colour: Red/white rudder, competition number 57

BGA No.: 935

Registration: n/a

Dates: From 1960? to 1980

Information:

The Olympia 2B was owned by John Burton, and generously made available to CUGC (and operated by the club).

In 1965, Jeremy Pickett-Heaps flew the CUGC Olympia 2 from Nympsfield to Great Yarmouth for his 300 km Diamond Distance.

The Oly 2B was written-off in 1975 after being 'dashed to pieces at the bottom of a pit' in front of the Norman Portland Cement Works, close to Coldhams Lane at Cambridge Airport.




Photograph: Mr Richardson, 1975

The nose of the aircraft was completely destroyed and there was damage to some other parts. The insurance company paid £760 – but then the Oly was rebuilt and by mid-1978 was in great demand again.



However on 11<sup>th</sup> July 1980 the Olympia 2B was written-off permanently when after undershooting into a 'very tough fence' at Cambridge Airport. It was the pilot's first flight in the Oly and he opened the airbrakes fully on approach, was aware of the high rate of descent but convinced himself that he had closed the brakes. The insurance company paid £1900 (£2000 less £100 excess) in November 1980.





Reference: G10-3

Type: **EoN Olympia 460** (s/n ????), manufactured by Elliotts of Newbury

Tail number or colour:

BGA No.:

Registration: n/a

Dates: From 1962 to ???

Information:

Owned by Lionel Alexander and George Whitfield, loaned to CUGC instructors.

The Olympia 460 was flown in the 1962 British National Gliding Championships (at Aston Down from 2<sup>nd</sup> to 11<sup>th</sup> June) by George Whitfield and Lionel Alexander and was placed 26<sup>th</sup> overall in 'League 2' (out of 38).

It is difficult to ascertain when the Olympia 460 was no longer part of the CUGC fleet due to the easy confusion with the Olympia 2B.

*If it is considered that this Olympia 460 was not owned or operated by CUGC, then it might be removed from this history.*



Reference: G11

Type: **DFS-30 Kranich II** (s/n 828), manufactured by Mraz at Choceň, Czechoslovakia during WW2

Colour:

BGA No.: 494

Registration: G-ALKH

Dates: From 1946 to sometime between August 1954 and December 1958

Information:

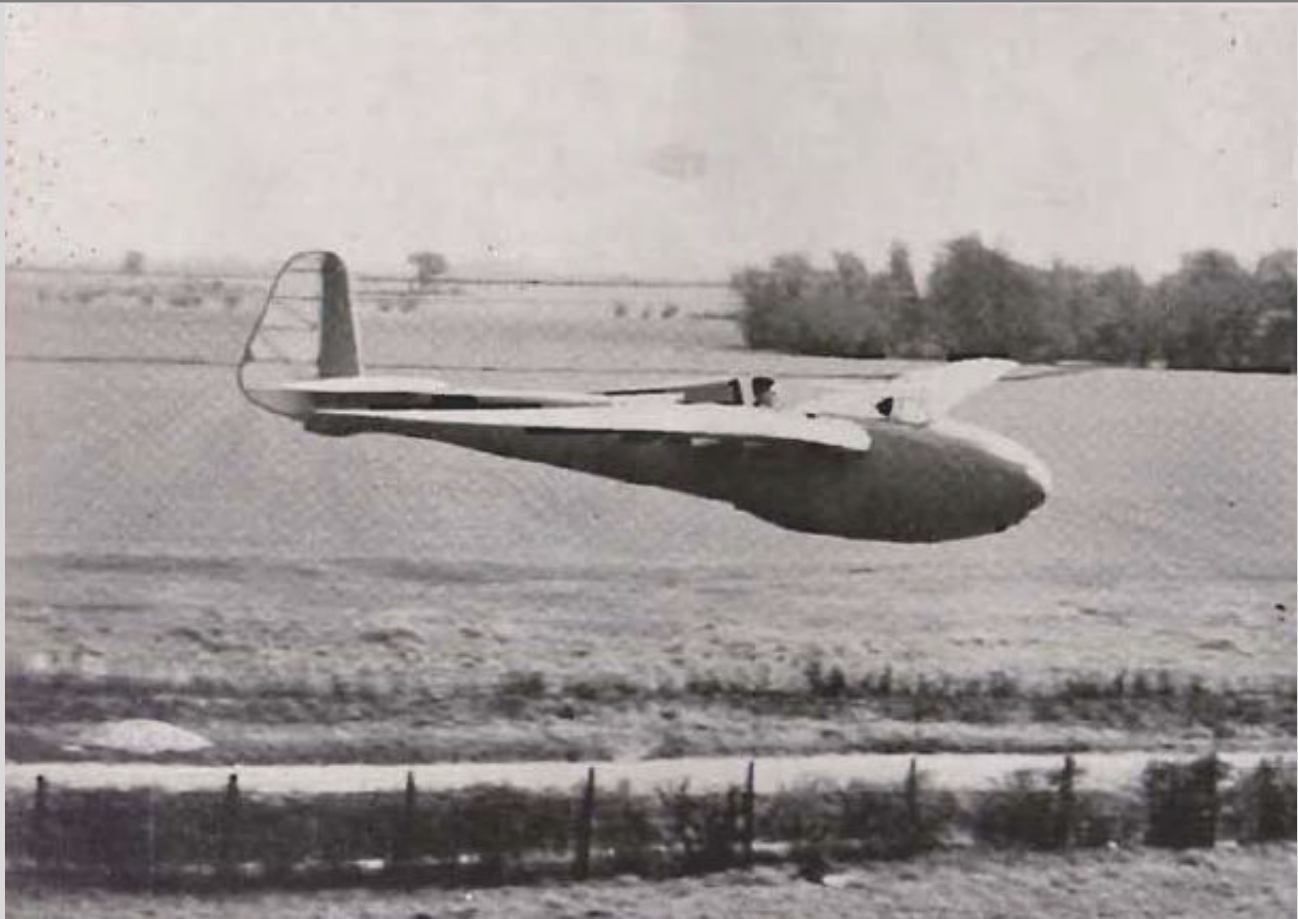
A Kranich was 'allocated' to CUGC by the BGA in December 1946, presumed to be ex-Luftwaffe. It was supposedly owned by John Free and available to CUGC members.

The Kranich was flown in the 1947 British National Gliding Championships (at Bramcote, near Nuneaton from 21<sup>st</sup> to 29<sup>th</sup> June) by Ralph Slazenger and Ray Wijewardene, placed 10<sup>th</sup> overall. Ralph Slazenger had a notable flight of 180 km to Horsham St.Faith – the location of today's Norwich Airport.

On 24<sup>th</sup> July 1949 Jimmy Grantham and Basil Bell broke the British National and UK two-seater height gain records in the Kranich, reaching 11,400 feet and 10,080 feet above release height.

On 12<sup>th</sup> August 1949 John Pringle and Jimmy Grantham broke the British National and UK two-seater out & return records with a flight in the Kranich of 124.26 km from Cambridge Airport to London Gliding Club at Dunstable and back. The return trip was tricky owing to the weather turning duff – all the London Gliding Club aircraft were grounded – and they did a straight final glide from Baldock, landing 950m short but close enough to qualify for the record. The BGA awarded the pilots the Volk Cup and the Seager Trophy for this flight.

The Kranich was flown in the 1949 British National Gliding Championships (at Camphill from 19<sup>th</sup> to 28<sup>th</sup> August) by John Pringle, Jimmy Grantham, David Martlew and Lionel Alexander, placed 12<sup>th</sup> overall.



The Kranich was flown in the 1950 British National Gliding Championships (at Camphill from 22<sup>nd</sup> to 30<sup>th</sup> July) by John Edwards, Jimmy Grantham, Gil Phillips and Bob Ward. However Gil Phillips, at the end of a 73 mile race from Camphill to Boston, landed in a field of fully-grown corn with dive-brakes open and broke off one wing and the tailplane. Despite this they were placed 16<sup>th</sup> out of the 29 entries. One flight by Jimmy Grantham and Roger Austin, a goal flight from Camphill to Ingoldmells, Lincolnshire was awarded the 1950 Seager Cup.

Ted Warner was responsible for the repair of the Kranich and the wing was a very difficult and complicated repair. The work was supposed to be checked by Marshall's inspectors, but given Ted's skill and expertise they considered it was a waste of their time to check it and Ted was his own master.

On 20<sup>th</sup> June 1951 John Pringle and Jimmy Grantham flying the Kranich achieved a 7000 feet height gain locally to Cambridge.

The Kranich was flown in the 1951 British National Gliding Championships (at Camphill from 21<sup>st</sup> to 29<sup>th</sup> July) by David Martlew (captain), John Edwards, Roger Austin and Gil Phillips, and was placed 23<sup>rd</sup> overall (out of 24).

On 14<sup>th</sup> August 1954 Lionel Alexander and David Clayton flew the Kranich from Cambridge Airport to Oxford Kidlington, so winning a £5 prize.

The Kranich was sold to the Cork Gliding Club in Ireland as IGA-104 sometime before December 1958.

Allegedly the Kranich ended up in the sea in the 1960s whilst being used for filming!! **BUT** John O'Sullivan, ex-member of the Cork Gliding Club in Ireland, recalls having an ex-Luftwaffe Kranich II sailplane that was sold in 1962 to a film company who used it in "The Running Man". The film was about a man who staged his death by crashing his sailplane (a Kranich II) into the sea and his wife claimed his insurance. Brian Douglas writing in VGC News No.79 Summer 1973 states that the Kranich used for filming was Swedish-built and was not the other Kranich owned by the Cork Gliding Club that had been previously owned by CUGC.



Reference: G12-1

Type: **Slingsby Type 30B Prefect** (s/n 568) manufactured by Slingsby Sailplanes Ltd. at Kirbymoorside, Yorkshire in 1949

Tail number or colour:

BGA No.: 638

Registration: G-ALLN

Dates: From 1949 to 1954

Information:

CUGC added the first Prefect to the club fleet on 25<sup>th</sup> February 1949, with David Dick having an aerotow from Cambridge Airport to Bourn. The advertised price of a Prefect in 1949 was £425 ex-works.

On 29<sup>th</sup> May 1949 David Martlew climbed to 5,600 feet from a 1,200 feet autotow gaining his Silver height.

On 26<sup>th</sup> July 1949 Basil Bell flew the first cross-country in the Prefect, landing at Bradwell-on-Sea (72 km) and climbing to 7800 feet so gaining his Silver height and distance.

On 4<sup>th</sup> August 1949 David Brown flew the Prefect to Leiston Aerodrome (near Saxmunden). With a flight of 97 km, a duration of 5 hours 10 minutes and a climb of 3800 feet, he gained all three Silver qualifications but the rules only permitted two legs per flight. It was nearly another two years before he formally completed his Silver 'C'.

On 6<sup>th</sup> September 1949 David Clayton flew the Prefect 80 km to Hethel (in Norfolk) to gain his Silver distance and height.

On 7<sup>th</sup> September 1949 Peter Sullivan soared the Prefect to 6500 feet to gain his Silver height.

On 15<sup>th</sup> October 1949 Barbara Green made her first flight in the Prefect to become the first CUGC woman member to 'graduate to a sailplane'.



On 2<sup>nd</sup> April 1950 Ric Prestwich gained his Silver height in the Prefect.

In 1950 Bill Parr, a pupil pilot on one of his first circuits, thought he found lift at 200 feet and spun into a hangar roof.

On 24<sup>th</sup> March 1951 Ric Prestwich soared 74 km in the Prefect from the Long Mynd to Malvern to gain his Silver distance and complete his Silver 'C'.

On 29<sup>th</sup> May 1951 Sigfrid Neumann – after many abortive attempts – finally gained his Silver distance with a 113 km flight in the Prefect to Edge Hill, thus completing his Silver 'C'.

On 15<sup>th</sup> July 1951 Vince Pollard gained his Silver height in the Prefect with a climb of 3900 feet.

The Prefect was flown in the 1951 British National Gliding Championships (at Camphill from 21<sup>st</sup> to 29<sup>th</sup> July) by Ric Prestwich (captain), Sigfrid Neumann, Mike Gee, and Tony Adams, and was placed 8<sup>th</sup> overall (out of 24).

On 21<sup>st</sup> August 1951 John Pringle “did his annual cross-country, taking the Prefect to Attlebridge” (80 km).

The Prefect was taken to the Long Mynd for a camp in September 1951, with a total of fifteen hours flying achieved. In March 1952 another camp was held at the Long Mynd, including the Prefect. McDougall on his Silver duration flight took the Prefect to 9100 feet above take-off height to win the Brunt Trophy.

On 7<sup>th</sup> May 1952 Tony Back completed his Silver 'C' by flying the Prefect 77 km to East Rainham – only four months after joining the club.

In June 1952 there was a June camp to Camphill. Alan McDougall climbed to 8400 feet in the Prefect and flew 89 km to Buckminster in Leicestershire to complete his Silver 'C'.

On 4<sup>th</sup> August 1952 Kit Drew took the Prefect to 11,000 feet over Marshalls, then pressed on to Coltishall (113 km) at an average of 48.6 kph to complete his Silver 'C'. This beat the existing UK record for speed over 100 kph, but unfortunately he was surpassed by another pilot who achieved 50.7 kph.

In 1953 a spring camp was held at the Long Mynd from 14<sup>th</sup> March to 7<sup>th</sup> April, including the Prefect. On 18<sup>th</sup> March the club explored easterly wind lee wave – the first time this was done at the Long Mynd – and Sigfrid Neumann reached 5200 feet in the Prefect and stayed up for 3½ hours, then George Whitfield took the Prefect to 4900 feet to complete his Silver 'C'. On 24<sup>th</sup> March Chris Riddell thermalled to 5200 feet in the Prefect to gain his Silver height but topped that on 3<sup>rd</sup> April 1953 when he and climbed in a cu-nim without an artificial horizon to 12,000 feet (a climb of 10,300 feet) so gaining his Gold 'C' height, but landing with ice on his wings.

On 23<sup>rd</sup> July 1953 Chris Riddell completed his Silver 'C' by flying 87 km in the Prefect to Bentwaters, Suffolk.

The Prefect was entered in the 1953 British National Gliding Championships (at Camphill from 25<sup>th</sup> July to 3<sup>rd</sup> August) but the entry was cancelled by the organisers due to the total number of entries and the pilots flew the Olympia and Bluebell instead.

This Prefect was written-off on 2<sup>nd</sup> September 1954 at Cambridge Airport, possibly landing in the chalk pits below Cambridge Airport (at 50 feet below sea level). Alternatively, Andrew Hulme thought the Prefect landed upside down with Alice Roughton at the controls strangely facing into the airfield at the Teversham Road end, having caught the hedge on approach.

THE SAILPLANE

**ANNOUNCING . . .**

## **THE SLINGSBY "PREFECT"**

***The latest and most up-to-date Club Type  
Intermediate Sailplane***

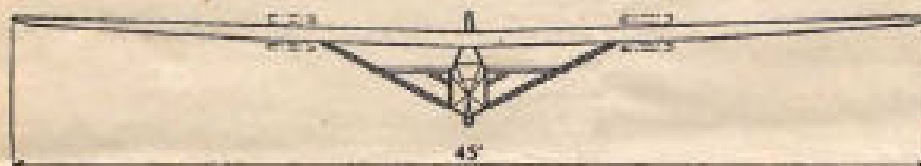
*Designed for full compliance with the latest requirements for semi-acrobatic category, using new constructional methods ensuring great strength with low structural weight.*

*Roomy and comfortable cockpit—handling characteristics equal to the most expensive sailplanes—remarkable stability.*

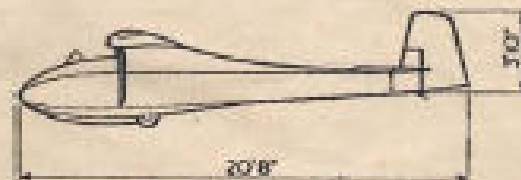
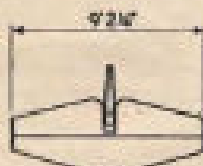
*Best gliding angle - 1 in 22.      Lowest sinking speed - 2.75 ft. per sec.*

**Price ex-works - £425**

*Provision for parachute, and complete set of instruments. Wheel brake optional.*



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ADVANCED TRAINING SAILPLANE  
SLINGSBY SAILPLANES LTD.  
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**SLINGSBY SAILPLANES LIMITED**  
**KIRBYMOORSIDE, YORK.**



Reference: G12-2

Type: **Slingsby Type 30 Prefect** (s/n ??) manufactured by Slingsby Sailplanes Ltd. at Kirbymoorside, Yorkshire

Colour: Original colour unknown, repainted red in early 1957

BGA No.:

Registration: n/a

Dates: From before 1955 to 1960

Information:

The Prefect was flown in the 1955 British National Gliding Championships (at Lasham from 23<sup>rd</sup> July to 1<sup>st</sup> August) by Gordon Hudson, Peter Neilson and Vincent Pollard and was placed 32<sup>nd</sup> overall (out of 33).

On 3<sup>rd</sup> April 1959 Nigel Biggs, an ab-initio trainee flew the Prefect for an hour reaching 6000 feet on his first solo.

The Prefect was advertised for sale in February 1960 and sold by May 1960.



Reference: G13

Type: **Slingsby Type 21b "Bluebell"** (s/n 643), manufactured by Slingsby Sailplanes Ltd. at Kirbymoorside, Yorkshire in 1950

Tail number: Sometime 55, sometime allocated AUG (though not applied as markings)

BGA No.: 666

Registration: n/a

Dates: From 1950 to present

Information:

The T.21B arrived at CUGC on 29<sup>th</sup> April 1950, and was christened by Mrs Prestwich using Rowntree's chocolates (in the absence of champagne) and named "Bluebell". John Free and Ted Warner made the first flight.

On 16<sup>th</sup> September 1950 David Martlew was winched by Vince Pollard to a record height of 2910 feet, using the full 3700 feet of winch wire, and two weeks later Bob Ward raised the record to 3000 feet.

In December 1951 a winter camp was held at the Long Mynd with Bluebell and resulted in six hours flying despite very adverse weather.

In March 1952 another camp was held at the Long Mynd, including Bluebell. On 22<sup>nd</sup> March 1952, Ric Prestwich and Dr W. Rizk flew Bluebell to 11,500 feet above the Long Mynd, comfortably exceeding the British two-seater height record, but without a barograph.

On 1<sup>st</sup> February 1953 George Whitfield and John Gaskell set a new winch height record in Bluebell, achieving 3780 feet. The winch drivers were Lionel Alexander and David Martlew.

In 1953 a spring camp was held at the Long Mynd from 14<sup>th</sup> March to 7<sup>th</sup> April, including Bluebell. On 18<sup>th</sup> March Bluebell was one of the gliders that explored the Mynd easterly wave, the first time that this had been done from the Mynd.



Bluebell was flown in the 1953 British National Gliding Championships (at Camphill from 25<sup>th</sup> July to 3<sup>rd</sup> August) by Lionel Alexander, Sigfrid Neumann and Pip Gaskell and was placed 10<sup>th</sup> (out of 25).

Bluebell was flown in the 1957 British National Gliding Championships (at Lasham from 27<sup>th</sup> July to 5<sup>th</sup> August) by John Edwards and Alan McDougall alternating as P1 with Anthony Edwards as P2. Bluebell was taken to Lasham on the open trailer and the struts were forgotten. After some convoluted telephone calls and it was ascertained that John Hulme was to visit Lasham to see Prince Philip open the Championships so he could bring the struts with him. However when John arrived at Lasham, one of the pilots came running up to him asking, somewhat urgently, whether he had the struts to which John responded, "What struts?" with a poker face...before putting the distraught pilot out of his misery. The Bluebell team was placed 41<sup>st</sup> overall in 'League 2' (out of 44).

In 1988 Bluebell was refurbished, recovered and painted with her current blue starburst scheme by Sandy Torrance with assistance from some CUGC members.



Photo: Bluebell's 60<sup>th</sup> Birthday, with Robert Bryce-Smith, Bryce Bryce-Smith, Ted Warner and Peter Warner

# THE SAILPLANE



## The "SLINGSBY T.21 B" Side-by-Side Two Seater Sailplane.

**D**ESIGNED from sixteen years' experience in development, construction and pilotage of all types of sailplanes, the "T.21 B" is the latest general purpose two-seater trainer for all stages of gliding and soaring instruction. A structure low in weight and of great strength, ensuring economical launching and maintenance costs.

Controls are as light and effective as a single-seater sailplane. Cockpit is roomy and comfortable with maximum vision.

Fitted for catapult or winch launch, and aero-tow up to 70 m.p.h.

The "T.21 B" is now used by the three leading gliding clubs of Great Britain.

Span .. .. .	54 feet	Empty weight (equipped) .. ..	592 lbs.
Wing Area .. .. .	260 sq. feet	Overall length .. .. .	27 feet

### PERFORMANCE WITH FULL LOAD.

Gliding angle at 42 m.p.h. .. ..	1 in 21	Minimum sinking .. .. .	2.7 ft. sec.
" " " 52 " .. ..	1 in 18	Stalling speed .. .. .	28 m.p.h.

*Designers, Manufacturers and Sole Distributors:—*



**SLINGSBY SAILPLANES LIMITED**  
**KIRBYMOORSIDE, YORK.**

**PIONEERS OF BRITISH GLIDING.**



Reference: G14

Type: **Slingsby Type 34 Sky** (s/n ??), manufactured by Slingsby Sailplanes Ltd. at Kirbymoorside, Yorkshire

Tail number or colour:

BGA No.:

Registration: n/a

Dates: From 1962 to 1963

Information:

The Sky was acquired by Simon Redman in early 1962 and made available to CUGC members with a Silver 'C'.

In mid-1962 Simon Redman flew the Sky on a 200 km out & return flight to Beccles.

On 13<sup>th</sup> July 1963 Simon Redman gained his Gold 'C' height in the Sky, so gaining the fourth Gold 'C' in CUGC-operated gliders.

At the end of 1963 Simon Redman sold the Sky.

*If it is considered that the Sky was not really owned or operated by CUGC, then it might be removed from this history.*



Reference: G15

Type: **Slingsby Type 41 Skylark 2** (s/n ???) manufactured by Slingsby Sailplanes Ltd. at Kirbymoorside, Yorkshire in 1955

Tail number / Colour: 56 / Red with white rudder

BGA No.:

Registration: n/a

Dates: From 1955 to 1965

Information:

The Skylark 2 left the Slingsby works at Kirbymoorside on 3<sup>rd</sup> April 1955 and, thanks to Lionel Alexander's enthusiastic 'retriever-manship', was in the air at Cambridge less than seven hours later.

The Skylark 2 was flown in the 1955 British National Gliding Championships (at Lasham from 23<sup>rd</sup> July to 1<sup>st</sup> August) by Lionel Alexander, Sigfrid Neumann and George Whitfield and was placed 20<sup>th</sup> overall (out of 33).

On 19<sup>th</sup> April 1956 Peter Nielsen (a 21-year old undergraduate) flew the Skylark 2 from Cambridge Airport to Exeter for his Gold Distance / Diamond Goal taking 6½ hours for a speed of 46 km/h.

On 27<sup>th</sup> May 1957 John Hulme broke the UK distance record in the Skylark 2 with a flight of 431km from Cambridge to Truro. He had declared Exeter for his Gold Distance / Diamond Goal and overshoot by a considerable margin. The flight took fourteen thermals and 5 hours 50 minutes for a speed of 74 km/h.

The Skylark 2 was flown in the 1957 British National Gliding Championships (at Lasham from 27<sup>th</sup> July to 5<sup>th</sup> August) by Sigfrid Neumann, Gil Phillips and George Whitfield and was placed 5<sup>th</sup> overall in 'League 2' (out of 41).

The Skylark 2 was flown in the 1959 British National Gliding Championships (at Lasham from 27<sup>th</sup> July to 5<sup>th</sup> August) by Peter Nielson and Sigfrid Neumann and was placed 19<sup>th</sup> overall in 'League 1' (out of 26).



On 1<sup>st</sup> July 1961 Paul Bethell-Fox flew the Skylark 2 around the 114 km Slazenger Triangle at an average speed of 50.4 kph, winning the inaugural Slazenger Trophy.

On 22<sup>nd</sup> June 1962 Peter James flew the Skylark 2 to Great Yarmouth for his Gold 'C', thus gained the third Gold 'C' in CUGC aircraft.

The Skylark 2 was sold in late 1965.



Reference: G16

Type: **Slingsby Type 42B Eagle 3** (s/n 1138) manufactured by Slingsby Sailplanes Ltd. at Kirbymoorside, Yorkshire

Colour: Orange/red, competition number 55

BGA No.: 849

Registration: n/a

Dates: From 1958 to 1962

Information:


The Eagle was owned by Stewart Johnstone, who generously made it available to CUGC members as an integral part of the CUGC fleet from August 1958.

On 7<sup>th</sup> June 1959 Sigfrid Neumann and Graham Spilman flew the Eagle for 8 hours and 4 minutes and claimed they enjoyed the flight. Later that year on 28<sup>th</sup> August Sigfrid flew the Eagle on a 200 mile goal flight to Winkleigh Aerodrome in Devon to complete the first Gold 'C' using CUGC aircraft.

The Eagle was flown in the 1961 British National Gliding Championships (at Lasham from 13<sup>th</sup> to 22<sup>nd</sup> May) by Stewart Johnstone, George Whitfield, David Braham and Arthur Cruickshank and was placed 35<sup>th</sup> overall in 'League 2' (out of 40). On 17<sup>th</sup> May George Whitfield flew to near Perranporth, over 300 km, completing his Gold 'C' (the second Gold 'C' achieved in CUGC gliders).

The Eagle was flown in the 1962 British National Gliding Championships (at Aston Down from 2<sup>nd</sup> to 11<sup>th</sup> June) by Sigfrid Neumann and Jimmy James and was placed 23<sup>rd</sup> overall in 'League 2' (out of 38).

The Eagle was sold in late 1962 and it was shipped to South Africa.



Reference: G17

Type: **Slingsby Type 43 Skylark 3F** (s/n 1303), manufactured by Slingsby Sailplanes Ltd. at Kirbymoorside, Yorkshire

Tail number or colour:

BGA No.: 983

Registration: n/a

Dates: 1961

Information:

The Skylark 3F arrived on 21<sup>st</sup> March 1961 and although not owned by CUGC, was operated by CUGC.

The Skylark 3F was flown in the 1961 British National Gliding Championships (at Lasham from 13<sup>th</sup> to 22<sup>nd</sup> May) by Lionel Alexander and Sigfrid Neumann and was placed 10<sup>th</sup> overall in 'League 2' (out of 40). On 17<sup>th</sup> May 1961 Lionel Alexander flew the Skylark 3F from Lasham to St. Just for his Diamond Goal and Gold Distance, around 350 km and the longest flight ever flown in a CUGC glider.

On 27<sup>th</sup> May 1961 the Skylark 3F broke up during aerobatics at Fen Ditton and the pilot Ernie Clarke was killed.